Attachment C

Bikeway Master Plan Recommended Facilities Map

PRELIMINARY On-Street Parking Analysis

NOTE: This document was prepared at the request of the Planning Commission, in response to some concerns regarding the recommendations in the Bikeway Master Plan and their impact on on-street parking. The recommendations in the Plan were created based on an analysis of potential demand and missing on-street bicycle connections to increase bicycle network connectivity. However, there is no specific plan on how each of the recommendations in the Plan would be achieved.

The following document analyzes all on-street bicycle lane recommendations where there currently is on-street parking allowed. This document is a hypothetical discussion of what the impacts would be if bicycle lanes were constructed given current road configurations and parking allowances, and assuming that the only way to implement the bicycle lanes is to remove the on-street parking. In many areas where bicycle lanes are proposed, parking is already significantly under-utilized and creates a situation where travel lanes appear wider than they actually are. Before the implementation of any on-street bicycle facility proposed in this Plan, staff will take the preliminary design to neighborhood groups for their input and take public feedback into account before making any decisions that would affect issues such as on-street parking. Other options such as street widening, median removal, and the implementation of alternate bicycle facilities would be discussed with the residents as well.

A – Research Court (Research Boulevard to Shady Grove Road) – *Secondary Industrial*

- On-street parking is allowed on both sides of the street but is minimally used. There is more than adequate off-street parking in private lots.
- Space for approximately 56 automobiles would be removed.

B – College Parkway (Yale Place to MD 355) – *Primary Residential/Business District*

- On-street parking is currently only allowed on the south side of the road for a brief section adjacent to townhouses. This would need to be removed. There is adequate off-street parking along this section.
- Space for approximately 23 automobiles would be removed.

C – Nelson Street (College Parkway to Mannakee Street) – *Primary Residential*

- On-street parking is allowed on both sides of the street, and all homes on the segment have private driveways. Parking would need to be consolidated to one side to allow for a climbing lane eastbound.

- Space for approximately 41 cars would be removed on the eastbound side. Space for approximately 58 automobiles would remain on the westbound side, which is adequate to accommodate parking overflow from the 35 houses along this entire stretch.

D – Nelson Street (MD 28 to Anderson Avenue) – *Primary Residential*

- On-street parking is allowed sporadically on both sides of the street in this section. Parking would need to be consolidated to one side to allow for a climbing lane southbound.
- Space for approximately 3 cars would be removed on the southbound side. Space for approximately 15 automobiles would remain on the northbound side, which is adequate to accommodate parking overflow from the 6 houses along this entire stretch.

E – Hurley Avenue (Wootton Parkway to Watts Branch Parkway) – *Primary Residential*

- On-street parking is allowed sporadically on both sides of the street in this section. Parking would need to be consolidated to one side to allow for a climbing lane northbound.
- Space for approximately 58 automobiles would be removed on the northbound side. There are only 10 homes northbound compared to 30 southbound. Space for approximately 68 automobiles would remain on the southbound side, which is adequate to accommodate parking overflow from the homes along this stretch.

F – Watts Branch Parkway (Hurley Avenue to Aintree Drive) – *Primary Residential*

- Parking is currently limited on this section of Watts Branch Parkway to between the hours of 6 PM and 7 AM. There are no homes or buildings along this entire section except a portion of a townhome development at Aintree Drive. As such, parking is sparsely used. Parking would need to be removed from this section.
- This section was repaved in the summer of 2014, and staff has already worked with residents to accommodate bicycle lanes this summer. Space for approximately 6 automobiles will remain on the northbound side for overflow parking from the townhomes, though restrictions on parking hours will remain in place.

G – Mannakee Street (Henderson Circle to Martins Lane/Nelson Street) – *Primary Residential*

- On-street parking is allowed on both sides of the street in this section. Parking would need to be consolidated to one side to allow for a climbing lane northbound.
- Space for approximately 80 automobiles would be removed on the northbound side. Space for approximately 87 automobiles would remain on the southbound side, which is adequate to accommodate parking overflow from the 44 homes along this stretch.

H – Mannakee Street (Martins Lane/Nelson Street to MD 355) – *Primary Residential*

- On-street parking is allowed sporadically along this segment, and parking has time restrictions due to the layout of the road. Parking would need to be removed to accommodate bicycle lanes.
- Space for approximately 33 automobiles would be removed on this segment. On-street parking is currently only allowed in front of 3 homes on this section of Mannakee Street. All homes have private driveways, and on-street parking near Montgomery College can be accommodated in college parking lots.

I – Martins Lane (N. Washington Street to Mannakee Street) – *Primary Residential*

- *N. Washington Street to Swim Center Driveway* - On-street parking is allowed on both sides of the street in this section. Parking would need to be consolidated to one side to allow for a climbing lane westbound. Space for approximately 41 automobiles would remain on the eastbound side, which is adequate to accommodate parking overflow from the 17 homes along this stretch.
- *Swim Center Driveway to Mannakee Street* – On-street parking is sporadically allowed. Parking would need to be removed from this section. There are no homes or businesses on this block, and all Swim Center and Rock Terrace School parking can be accommodated in parking lots.
- Space for approximately 52 automobiles would be removed from this segment in total.

J – Dover Road (N. Horners Lane to E. Gude Drive) – *Primary Industrial*

- On-street parking is allowed on both sides of the street in this section. Parking would need to be consolidated to one side to allow for bicycle lanes on both sides.
- Space for approximately 65 automobiles would be removed on the east side (more parking is available on the west side due to fewer driveways). There are no buildings on the west side of Dover Road, and all buildings have off-street parking lots.

K – Broadwood Drive (Veirs Mill Road to Baltimore Road) – *Primary Residential*

- Parking is allowed on both sides of Broadwood Drive in this section, and building bike lanes on each side would require the removal of no parking spaces.
- This project was completed in October 2014 following the repaving of Broadwood Drive.

L – Ardennes Avenue (Twinbrook Parkway to Halpine Road) – *Business District*

- Parking is allowed on both sides of Ardennes Avenue in this section, and there is adequate room in the road to building bike lanes on each side without the removal of any parking spaces.

M – Halpine Road (MD 355 to Chapman Avenue) – *Business District*

- There is adequate room in the street to add bicycle lanes on both sides without the removal of any of the sparsely-used 16 metered parking spaces on this segment.

N – E. Jefferson Street (Rollins Avenue to Dead End) – *Business District*

- Parking is allowed on both sides of E. Jefferson Street in this segment. Parking would need to be consolidated to the southside to accommodate a northbound climbing lane.
- Space for approximately 18 automobiles would be removed on the northbound side. There is adequate off-street parking in residential and commercial lots.

O – Chapman Avenue (Halpine Road to Bou Avenue) – *Business District*

- Continuous bike lanes can be added to Chapman Avenue by removing 6 metered parking spaces on the northbound side. The other 47 metered parking spaces would remain.
- Bike lanes are programmed to be constructed as part of the Twinbrook Area Pedestrian Safety project, a grant funded road safety project which is expected to begin construction next year.